

METROPOLITAN TRANSPORTATION COMMISSION

COMMUNITY-BASED TRANSPORTATION PLANNING



OVERVIEW

The goal of the Metropolitan Transportation Commission's (MTC) Community-Based Transportation Planning Program is to advance the findings of the *Lifeline Transportation Network Report* as adopted by the Commission and incorporated into the 2001 *Regional Transportation Plan* (RTP). That report identified transit needs in low-income communities throughout the San Francisco Bay Area, and recommended community-based transportation planning to further efforts to address them. Likewise, the *Environmental Justice Report for the 2001 RTP* also identified the need for MTC to support local planning efforts in minority and low-income communities throughout the region; the Community-Based Transportation Planning Program responds to these findings as well. The program targets the most economically challenged communities as identified in both reports.

Each community-based transportation plan will be a collaborative effort involving residents and community-based organizations (CBOs) providing services within minority and low-income neighborhoods, local transit operators, congestion management agencies and MTC.

PROGRAM OBJECTIVES

- Facilitate community participation in prioritizing transportation needs and identifying potential solutions. Solutions could encompass fixed-route transit service or other public transit options such as shuttle services, guaranteed ride home programs, auto-oriented improvements, etc.
- Cultivate collaboration between the community, transit agencies, congestion management agencies and MTC.
- Build community capacity through CBO involvement in the planning process.

PROGRAM GUIDELINES

MTC adopted program guidelines to serve as a blueprint for program implementation. Key elements of the guidelines include:

- County congestion management agencies (CMAs) will serve as the lead agencies for implementing the planning process in each county.
- The findings of MTC's *Lifeline Transportation Network Report* will be used as a starting point to identify spatial and temporal transportation gaps in each community.
- A community stakeholder group to include such entities as residents, businesses, transit agencies, human service agencies, neighborhood associations, CBOs and faith-based organizations will be established to provide input on transportation needs, review preliminary findings, and assist in identifying potential strategies and solutions.
- A significant community outreach component will seek to engage community residents in setting priorities.
- The final community-based transportation plan will include a clear work product to guide solution implementation, viable public and private sector funding options, and identified stakeholders committed to implementing the plan.
- Recommended service improvements will be forwarded to the CMAs and transit policy boards for consideration and subsequent incorporation into short range transit plans, future service expansion plans, and other planning, funding and implementation decisions.

A full copy of the Community-Based Transportation Planning Program guidelines is found at www.mtc.ca.gov.

PILOT PROGRAM

To begin implementation of the Community-Based Transportation Planning program, MTC is initiating a pilot program that includes the following counties and communities, which represent a range of urban and rural densities:



- Alameda County:
Hayward, San Leandro
and Cherryland
- Contra Costa County:
Richmond, North Richmond
and San Pablo
- Napa County: the city of Napa
- San Mateo County: East Palo Alto
- Solano County: Dixon

The purpose of the pilot program is to distill best practices, including approaches to overall implementation of the program, successful community outreach strategies and unique solutions to filling the transportation gaps. Pilot program results will be used to determine guideline modifications prior to the implementation of subsequent community-based transportation plans.

CONTACT INFORMATION

For more information about MTC's Community-Based Transportation Planning Program, please call Therese Knudsen, project manager, at 510.464.7767, or email: tknudsen@mtc.ca.gov.



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Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848
e-mail: info@mtc.ca.gov
Web site: www.mtc.ca.gov

ENVIRONMENTAL JUSTICE

How does Environmental Justice relate to transportation? In essence, environmental justice seeks to ensure the full and fair participation of all potentially affected communities in the transportation decision-making process.

Environmental justice is rooted in Title VI of the 1964 Civil Rights Act, which provides protection from discrimination on the basis of race, color, or national origin under any program or activity receiving Federal financial assistance.

In addition, federal agencies are required to incorporate environmental justice into their operations as a result of Executive Order 12898:

...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...

In terms of transportation, this order applies to projects and programs administered through The U.S. Department of Transportation (DOT), the Federal Highway Administration, the Federal Transit Administration or other U.S. DOT components.

As part of the 2001 *Regional Transportation Plan* (RTP), MTC conducted an equity analysis that resulted in the companion *Environmental Justice Report for the 2001 RTP*. The goal was to ensure that minority and low-income communities were included in the transportation planning process and that these communities shared equally in the benefits of the transportation network without bearing a disproportionate share of the burdens. The report concluded by outlining a number of new MTC initiatives related to environmental justice issues, including the development of MTC's Community-based Transportation Planning Program.